

**Department of Transportation
Project No. 102-357
Storm Armoring of Bridge No. 02295
Stroffolino Bridge
City of Norwalk**

**February 16, 2016 at 7:00 P.M.
Community Room of the Norwalk City Hall
125 East Avenue
Norwalk, CT.**

Minutes

Present:

From CTDOT: Theodore H. Nezames, Timothy D. Fields, Robert P. Brown

From H&H: Steven Harlackner, Brian Kinsley

From CJM: Tom Ryan, Sal Cugno

From City of Norwalk: Mayor Harry W. Rilling, Paul Sotnik (DPW), Mike Griffin (Harbor Master)

Presentation:

Project Handouts and a sign in sheet were provided at the entrance for all those attending. There were 17 people attending including the two local officials and the Harbor Master. The presentation was started approximately at 7:00 PM by Mr. Brown with a brief apology for the inaccurate Block ad that was published in The Hour. He indicated that there will be another meeting to be presented sometime in March and appropriate notices will be published for that meeting. Mr. Brown proceeded to introduce the DOT and project design team present and then followed with CTDOT's role in the design and the project need. He then handed the presentation to Mr. Harlackner.

Mr. Harlackner then proceeded to present the existing conditions of the bridge, the bascule pit conditions, electrical systems, and damages caused by storm events. Mr. Harlackner transferred the presentation to Mr. Kinsley who presented the technical aspects of the anticipated repairs and the anticipated limited impacts to vehicular and marine traffic.

The major points of the design presented are as follows:

- The scope of the project is limited due to restrictions imposed by the construction funding source (HUD)
- Existing bridge has sustained damage to electrical systems due to the tidal flooding.
- Existing road is adequate and has ADT of 19,100 vehicles (2014 ADT). The existing curb to curb width is 52 ft.
- Proposed work consists of waterproofing electrical components, providing rapid recovery access in case of flooding and providing an oil water separator for pit dewatering purposes.
- Traffic will be maintained for most of construction at all times and bridge closures will be done during off peak hours with a very short detour utilizing a portion of I-95. Marine traffic is very active in the area and the construction phase will take that into account to minimize impacts.
- Construction is anticipated to begin in late winter of 2016 and be completed by the end of the summer of 2017.
- There are no public utilities impacted by this project.

Mr. Brown ended the presentation by providing the estimated cost of the project of \$2,000,000 explaining that the Design Funding is all state funded and construction funding reimbursement will be obtained from HUD and concluding with the projected schedule as delineated above. He then opened the floor for questions

Public Comments and Questions: There were a few comments and questions from those attending.

A concern of the Mayor (who asked Mr. Brown prior to the start of the presentation) had to do with coordination of and timing of all current state projects that are occurring in the City of Norwalk, the I-95 project and the WALK bridge project. Mr. Brown indicated that the armoring project will be completed prior to the start of the other projects.

A question was asked regarding the bridge closure to vehicular traffic. The response given was that all closures will be limited to off peak hours and they will not be for an entire day, only minor time durations are anticipated and advance notices will be given prior to the closures.

A representative from the Norwalk Seaport Association indicated that bridge closures to marine traffic will impact their private sightseeing and chartering business which operates during the late spring and summer period. The response was that all closures will be coordinated with the Coast Guard and the an effort will be made to meet with all those impacted to try and minimize or better schedule the marine traffic closure times for those vessels requiring bridge openings. A copy of the charter schedule was requested.

The Harbor Master asked if Coast Guard coordination had taken place and if we had obtained their approval. The response given was that at this time the design is in its early stages of development and following this process a coordination meeting will be schedule with Coast Guard as soon as a more defined schedule of activities in the water is developed. He indicated that he would like to be informed when the meeting takes place.

A question was asked about the channel availability for rowers when the float or small barge will be utilized to do the small wall on the bascule piers. The response was that there should be no effect to rowers or any vessel that can navigate under the bridge currently without requiring an opening. The channel is very wide and the small barge would be anchored to the bascule pier throughout its needed use.

A question was asked about staging areas for large equipment. The response was that no large equipment is anticipated as most of the work will be done in the pit areas, only small equipment such as generators or pumps may be needed and the can operate within the lane closure anticipated. No noisy equipment is anticipated on the site either at this time.

A resident asked various questions, all related to coordination of all the other projects going on in town and the need for communication to all concerned. She indicated that she was relieved to hear that another presentation will be forthcoming due to the publishing error. She asked that the Powerpoint presentation be posted in the City's website and the DOT's as well. She was informed that it will be posted and the new ads will be published advising of the forthcoming meeting.

Adjournment: The meeting was adjourned at approximately 7:45 PM.

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